

Virginia AVIATION



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All-Woman Air Race Lands In Virginia

By Sandra McClinton

The first Air Race Classic plane to streak across the finish line at Hampton Roads Airport was a Piper PA-24-260C, piloted by Carol Theiler of Spartanburg, South Carolina, and Carolyn Sharp of Rochester Hills, Michigan. On June 18, 2002, thirty-nine planes started the 26th Air Race Classic racing from Silver City, New Mexico, to Hampton Roads Executive Airport in Chesapeake over a 2166-statute mile cross-country course. The 83 racers ranged in age from college students to octogenarians and in experience from less than 100 hours to more than 40,000 hours.

They were greeted by the Hampton Roads Chapter 99s and their husbands, called 49 1/2s. Operations Chairman, Yvonne Mick, assisted by Marcia and Ken Johnson of Montoursville, Pennsylvania, and Joe Mathias, collected plane keys from the racers and impounded the aircraft for inspection. Transportation Chairman, Diana Curtis, arranged transportation for the racers between the airport and the hotel. Jayce Wolfram, participated as the Inspection Assistant to

the ARC inspectors. She was excited to learn that she would be assisting her first flight instructor, Lorrie Blech of California, who had soloed her 28 years ago! They had a great visit.

This race isn't a spectator sport, since it takes two or three days for the racers to start arriving at the terminus. Even then, one can't tell who is winning since the planes are handicapped by speed. Altitude, wind, pilot skill, weather and aircraft condition are among the factors which influence the final score. It was announced that winning the race in a Cessna Skyhawk were Toookie Hensley of Mohave Valley, Arizona, and Anne Honer of Mooresville, North Carolina, with a score of 12.284 knots above their handicap.

Flying over mountains, desert, plains and foothills the racers had endured smoke in Colorado and strong headwinds, which was unusual since the country's predominant winds are westerly. The 26th race marked the first



At the Awards Banquet, left to right: Beth Whitehouse, Peggy Doyle, Carolyn Van Newkirk.

time either the Air Race Classic or its predecessor, the Powder Puff Derby, had ever flown into Virginia.

The only Virginia contestant was Peggy Doyle, who resides in Warrenton, Virginia. Peggy Doyle and Carolyn Van Newkirk from York, Pennsylvania, flew

(see **AIR RACE** cont. on pg. 7)

New Arrivals At Norfolk

Norfolk International Airport's new arrivals terminal opened recently with much anticipation. The \$133 million project is the airport's biggest expansion in more than two decades. It roughly doubles the size of the terminal complex, the number of garage parking spaces and the amount of curbside parking. When the main terminal was built in 1974, Norfolk International was home to four airlines. Today there are seven major carriers and five regional carriers,

serving more than 3 million passengers a year.

"When facilities get bigger, that generally translates into less convenience for the traveling public," said Wayne Shank, the airport's deputy executive director. "But in our case we're actually reversing that trend."

The new, 243,000-square-foot building will more than triple baggage-handling capacity. Five large baggage car-

(see **NORFOLK** cont. on Pg. 6)



Chuck Curtis and Joe Mathias assisting arriving planes.

DOAV Pilot Presented Safety Award For Aviation

Jeanie Rae Carter was recently awarded the Governor's Transportation Safety Award for Aviation at a luncheon given for the recipients. Secretary of Transportation Whit Clement presented the award to Jeanie.

Jeanie began piloting for the Virginia Department of Aviation (DOAV) in January of 1999. She took over the helm of Safety Program Administrator in October of 1999, and she independently manages, plans, establishes, evaluates the implementation and coordination of the safety programs developed by the DOAV for the general aviation public, cooperating with the FAA West Virginia, Northern Virginia and Richmond Flight Standards District Offices (FSDO) covering the state.

Jeanie also assures that pilots, operators and agencies are provided and aware of, programs which promote safety education for all types of aviation activities through coordination with the FAA FSDO in their safety programs statewide as well.

Jeanie attends yearly safety seminars locally and nationally to keep abreast of innovative and new approaches to safety awareness for implementation here in the Commonwealth.

Jeanie's primary obligation is Captain on of the DOAV's Citation and King Air aircraft operated for executive travel by all agencies of the Commonwealth. She trains every six months on the assigned aircraft and is an excellent pilot.

The results of the combined efforts of the DOAV's safety program, the Aircraft Owners and Pilot's Association (AOPA) Safety Foundation and the Federal Aviation Administration (FAA) FSDO initiatives have had a significant impact in reducing and containing the number of accidents in the Commonwealth.

Jeanie began Flight School in 1986 at Piedmont Aviation (Norfolk), working toward Certified Flight Instructor; she was then promoted and moved to Charter Department as co-pilot and then captain on King Air 200 and King Air C-90 aircraft. She taught Private, Instrument, Commercial Aviation Ground School courses.

She received Aviation Safety Management Certificate from Embry - Riddle Aeronautical University in June of 2000 and Jeanie regularly attends AOPA Air Safety Foundation Seminars.

Jeanie was appointed Aviation Safety Counselor by the Richmond FSDO November of 1999 and is a participant and instructor in FAA (Wings) Pilot Proficiency Program. She is a member of Women in Aviation, International and she was a scholarship recipient from the Ninety-Nines in 1989 to complete CFI training. Jeanie completed her Aviation Certificate Program at Tidewater Community College in 1995 and she is a member of the National Business Aviation Association.

Please take time to congratulate Jeanie on a job well done.



Secretary Clement presented Jeanie with the award.

Virginia Aviation Events

September 7-8, 2002 6th Annual Virginia State EAA Fly-In, will take place at **Dinwiddie County Airport in Petersburg, Virginia**. Brought to you by the Virginia Council of EAA Chapters, Inc. For more info please visit www.vaeaa.org.

September 14, 2002 11th Annual Louisa County Air Show will take place at the **Louisa County Airport/Freeman Field from 11:00 a.m. - 4:00 p.m.** Airplane rides, aerobatic performances, skydivers, radio controlled airplanes, static aircraft displays, face painting and free balloons for the children. A fun-filled event for the entire family! For more information contact Dawn Pickhardt at (540) 967-0050 or e-mail dawnp@firstva.com.

September 21, 2002 Plane Pull to Benefit Special Olympics Virginia will take place at **Dulles International Airport FedEx Terminal**. For more information please visit www.planepull.com.

September 20-22, 2002 Neptune Festival Airshow 2002 at NAS Oceana. For more information visit www.neptunefestival.com.

September 28, 2002 Fall Fly-In/Pig Roast at Eagle's Nest Airport. Sponsored by EAA Chapter 511. For more information please contact Eldon Bowman at namwob@planetcomm.net.

September 28, 2002 7th Annual Wings and Wheels from 8:00 AM to 4:00 PM. For info visit www.wingsandwheels.us or call (804) 758-2753

Submit upcoming event information to:
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e-mail: sdye@doav.state.va.us

Tuskegee Airmen And Embry-Riddle To Participate At AWF 2003



Organizers of the Aviation World's Fair 2003 announced today that the Tuskegee Airmen confirmed their participation at the event, which runs April 7-27, 2003, at the Newport News/Williamsburg International Airport in Virginia. "We are pleased that the national headquarters has accepted our invitation to have a presence at the Aviation World's Fair," says Tom Kallman, CEO of Aviation World's Fair, Inc. "In addition to showcasing their accomplishments, we will be working with the Tuskegee Airmen to support and enhance the "Minorities In Aviation - A Day of Tribute" on April 14," he adds.

The Tuskegee Airmen will provide a display during the Aviation World's Fair that will chronicle the Tuskegee experience and members will be present to share personal stories. "The Aviation World's Fair is an important time for the nation to review the history of aviation. We are proud the Tuskegee Airmen will be there to inform many people of the significant role they played in the history of military aviation," says Colonel Charles McGee, president of the national Tuskegee Airmen Inc.

On April 14, the Aviation World's Fair will highlight "Minorities In Aviation" with special honors going to some of the original Tuskegee Airmen. In addition, one of the only two remaining P-51C's, one of the primary aircraft flown by the Tuskegee Airmen during World War II, will be on display. Additional programming will be coordinated for that day including a gala reception for VIPs from Washington and around the world. The Tuskegee Airmen were dedicated, determined young men who volunteered to become America's first black military airmen. They came from every section of America, with large numbers coming from New York City,

Washington, D.C., Los Angeles, Chicago and Detroit. The black airmen who became single- or multi-engine pilots were trained at Tuskegee Army Air Field (TAAF) in Tuskegee Alabama. The first aviation cadet class began in July 1941 and completed its training nine months later in March 1942. From 1942 until 1946, nine hundred and ninety-two black-Americans graduated in aviation cadet classes at TAAF and also received commissions and pilot's wings.

Embry-Riddle To Participate

Embry-Riddle Aeronautical University has agreed to coordinate educational programming for the Aviation World's Fair 2003, which will be held April 7-27, 2003, at the Newport News/Williamsburg International Airport in Virginia. Educational programs will be designed for children, adults, aviation enthusiasts and aviation professionals. "Embry-Riddle is ideally suited for this job since they are the premiere Aeronautical University and have an international scope," says Tom Kallman, CEO of Aviation World's Fair, Inc.

"Embry-Riddle is thrilled to be involved in this world-class celebration of 100 years of flight," said Darryl Niemeyer, director of university relations for Embry-Riddle Aeronautical University. "The event provides the university with an excellent opportunity to help showcase aviation's rich history and exciting future," he adds.

The educational component will include conferences, forums, panel discussions, seminars and hands-on instruction in more than 300 programs during the Aviation World's Fair. From very basic lessons for younger attendees to seminars on the intricacies of business aviation in the international arena, the educational programming will provide a valuable learning opportunity

for both visitors and professional attendees. In addition, a featured nation will be the focus each day of the fair and will include special programs and seminars on business opportunities, travel destinations and aviation heritage of the major nations around the world. Embry-Riddle will be working with other regional educational partners including the Virginia Air & Space Center, NASA, Newport News/Hampton Roads Schools, the Newport News Aviation Magnet Program and others to coordinate programming.

Embry-Riddle, the world's largest, fully accredited university specializing in aviation and aerospace, meets the needs of students and industry through its educational, training, research and consulting activities. Embry-Riddle educates 24,000 students annually through the master's level at residential campuses in Daytona Beach, Fla., and Prescott, Ariz., at more than 130 teaching centers in the United States and Europe, and through distance learning. For more information about the university, visit www.erau.edu.

The Aviation World's Fair 2003 is an international event to celebrate 100 years of aviation. The fair, endorsed by the Commonwealth of Virginia and partner of the U.S. Congressional Centennial of Flight, is staged as one of the largest events in the world to honor the past, present and future of flight.

Visitors will enjoy spectacular aviation displays, thematic halls, international pavilions, musical performances and daily air shows featuring the world's most daring flying artists.

This unprecedented global aviation event will be held on the 180-acre fairgrounds in Newport News at the Newport News/Williamsburg International Airport in Virginia. For complete information about the Aviation World's Fair 2003, visit www.awf2003.com.

WWW.AWF2003.COM

Hanover County Airport Runway Extension Dedicated

The long-planned 750-foot extension of the Hanover County Airport runway and taxiway was dedicated recently.

"I've waited for a long time for this and I'm glad to see the day has finally come," said Jack Ward of the Hanover Board of Supervisors, who is the Board's representative on the Airport Advisory Committee.

The project spans more than a decade in planning, design and construction. Opened on Jan. 29, the longer runway makes it safer for pilots to land during inclement weather conditions.

As part of the project, Hanover County obtained property and removed obstructions at the north end of the runway. The improvements to the north approach divert air traffic from the noise-sensitive residential areas to the south of the runway.

The full overlay of the runway and runway markings were finished in late-May.

Opened in 1971, the Airport provides access to regional air transportation for many businesses in Hanover,

boosting economic development.

"The extension will greatly enhance economic opportunities for Hanover County," said John G. Dankos, Jr., Chairman of the Airport Advisory Committee.

"I believe the airport is and will continue to be an economic supporter for the businesses in Hanover County," said Mr. Ward.

The cost to Hanover taxpayers is relatively low because grants from the Federal Aviation Administration (FAA) and Virginia Department of Aviation (DOAV) provide up to 98% of funding for capital improvements. The extension cost \$2 million, but Hanover County's share was only \$40,000.

The extension will not increase the size of planes landing at the Hanover Airport, but it will increase the total runway length to 5,400-feet.

The County's airport consultants, Campbell & Paris Engineers, were the planners, designers and construction managers for the project. H.E. Sargent was the general contractor.

Louisa County Preparing For 11th Annual Airshow

Excitement is a bound as the Industrial Development Authority of Louisa County finalizes plans for the 11th Annual Louisa County Airshow. The airshow is scheduled for Saturday, September 14, 2002 from 11:00 a.m.- 4:00 p.m. The show will open with a "starburst" formation parachute jump, followed by a Pitts aerobatic performance by Charles Schwenker and a YAK 55 Aerobatic show by Rger Marshall. The Hardee's Air Show Team and Hanover Radio Control Club will also be entertaining the audience with their Radio Control Airplanes.

Airplane rides will be available for a small fee, including an opportunity to ride in a 1941 WACO, owned and operated by Craig Hagaman of Classic Air Adventure. Also available will be food, including some of the best homemade ice-cream you've ever tasted, free balloons, face-painting and a variety of vendors.

Attendance at the annual airshow continues to grow each year and an estimated crowd of 5,000-6,000 enjoyed the festivities last year. Admiral Dewitt Freeman, Airport Committee Chariman, organized the first airshow and continues to spearhead the annual event.

There's no landing fee and admission to the event is also free. Come out to the Louisa County Airshow, where there's definitely something for everyone to enjoy! For more information, please contact Dawn Pickhardt, IDA Coordinator at 540-967-0050.

Air Fest 2002

Presented by Culpeper Regional Airport

Free Event

Saturday

October 12, 2002

10:00 a.m. - 4:00 p.m.



Aircraft Displays



Free Airplane Rides For
Ages 8-18 Sponsored By
The Young Eagles



The Bealeton Flying
Circus will Perform and
Much More!

Culpeper Regional Airport is located just off Rt. 29 North of the town of Culpeper in Brandy Station. Follow the signs. Visit culpepercounty.gov or contact Tanya Woodward at (540) 825-8280 for more information.

Missing Fact...

In the last issue of *Virginia Aviation* it was stated that Mr. Curtis Eads was named the FAA's Virginia Flight instructor of the year. Eads is also an inducted member of the Virginia Aeronautical Historical Society Hall of Fame.

America's Aviation Adventure Has Taken Off

Look for a real flying saucer. Check out the original Wright 1903 Flyer. Examine an SR-71 Blackbird - the highest flying, fastest spy plane on record. Walk on Kill Devil Hill - the site of Orville Wright's first flight. See an Apollo 12 Command Module that went to the moon. Fly a model Piper Cub in a wind tunnel and learn about the scientific principles of flight. Visit the airfield where the Wrights first taught military officers how to fly. See airplanes being restored.

Orville and Wilbur Wright started it all Dec. 17, 1903. That's when Orville successfully flew an airplane 120 feet. It was official - man could pilot a powered, heavier-than-air machine in controlled, sustained flight. Almost 100 years later plane flight is an everyday occurrence. Man is exploring space. You can experience this rich history in a matter of days - not years. It's all part of **America's Aviation Adventure** - a group of 15 aviation museums and sites in Maryland, Washington, D.C., Virginia and North Carolina.

"There is a wealth of aviation lore starting at the Wright Brothers National Memorial and traveling north to Baltimore," says Virginia Aviation Museum Director Mike Boehme. His idea of joining with other aviation museums and sites has led to **America's Aviation Adventure**. "You can make an entire family vacation of visiting aviation sites or tour one center at a time. Collect stamps from eight sites and receive an **America's Aviation Adventure** pin. You can even fly into some of the sites."

Want to see where the first flight took place and walk along its trail? Visit the Wright Brothers National Memorial in Kill Devil Hills, N. C. The Wrights tested gliders here for years before they came up with the airplane that secured them a place in history.

For a taste of a Master Jet Base, stop at Virginia Beach - home of Naval Air Station Oceana. This Virginia loca-

tion serves the Navy's carrier fleets and is home to hundreds of the world's most advanced military aircraft.

If that Apollo 12 Command Module is calling your name, you want to check out the Virginia Air & Space Center in Hampton, Va. While you're there look for a Lunar Excursion Module Simulator that was used in early astronaut training.

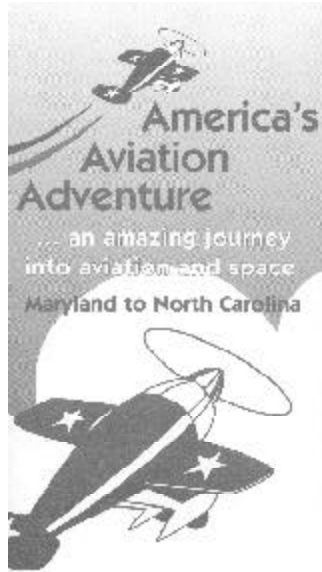
Langley Air Force Base is the oldest, continuously operating Air Force base. It is home to the Air Combat Command and 1st Fighter Wing. Entrance is restricted. Stamp from this site is available at the Virginia Air & Space Center.

The NASA Langley Research Center was established in 1917 - making it the first national civil aeronautics laboratory. Entrance is restricted. Virginia Air & Space Center is NASA Langley's official visitor center.

Examine outdoor aircraft and missiles at the Air Power Park in Hampton, Va. Inside you can find more models and a history of Langley Air Force Base.

Want to see a flying saucer? Depending on the renovation at the U.S. Army Transportation Museum in Fort Eustis, Va., look for the AVRO Car - it's an experimental hovercraft from the early 1960s. Keep your eye out for a Skycrane as well.

Watch the progress of Rick Young



and his friends as they build a full-size 1903 Wright Flyer reproduction. Work is going on at the Virginia Aviation Museum at Richmond International Airport. It's hard to miss the museum. A huge black SR-71 Blackbird is outside welcoming you.

Climb inside a Piper Cub to take an imaginary flight at Science Museum of Virginia in Richmond. Fly a model of the Piper Cub in a wind tunnel and work hands-on exhibits that teach you the science of flight.

Trace Marine Corps aviation history at the Marine Corps Air-Ground Museum in Quantico, Va. Your visit takes you from the early 1900s through World War Two and the Korean War.

In Washington, D.C. see the original 1903 Wright Flyer as well as the Spirit of St. Louis and Apollo 11 Command Module. They're all at the Smithsonian Institution's National Air and Space Museum - home of the world's largest collection of historic air and spacecraft.

Maryland's College Park Aviation Museum is at the site of the world's oldest continuously operating airfield. It was founded in 1909 when the Wright brothers came to College Park to teach the first military officers to fly the government's first plane.

Tour the Goddard Space Flight Center Visitor Center in Greenbelt, Md. to see how NASA communicates with the Hubble Space Telescope and other satellites. Find out how space craft is tested before liftoff. Please call ahead for hours.

Keep an eye out for a Boeing 737 cockpit at the Baltimore-Washington International Airport Observation Gallery. This is a great place to watch planes taking off and landing.

Follow aviation history in Maryland at the Glenn L. Martin Aviation Museum. Learn about aviation pioneer Glenn L. Martin and the contributions of his aircraft manufacturing company. The museum is located in Middle River, Md.

America's Aviation Adventure is supported by Hampton Conventions and

(see **ADVENTURE** cont. on pg. 7)

Richmond International Reports Activity Upswing

Richmond International Airport (RIC) reports that total passenger traffic topped 200,000 passengers for the first time since August 2001, as 215,414 passengers enplaned and deplaned flights at RIC in May. Additionally, passenger activity recovered more than four percentage points (-11.82% for May 2002 vs. -15.87% for April 2002) over April, signaling the most rapid month-to-month recovery period since November-December 2001.

"We are thankful for the vote of confidence by Capital Region travelers, as signaled by the positive performance news for May, and look forward to additional good news as the airport prepares for resumed growth," said former Capital Region Airport Commission Chairman Arthur S. Warren.

Cargo Climbs

Additionally, in May, the airport reported its fifth straight month of cargo growth as total cargo – the sum of freight and mail – grew more than 19 percent over May a year ago. Cargo handled at RIC approached nearly 10.6 million pounds in May, up from 8.9 million pounds for the same period last year. Year to date, total cargo at the airport is up nine percent.

Concourse B Expansion Now Home for United, Northwest and Some Delta Flights

With the opening of Phase I of the Concourse B expansion at the end of May, Richmond customers had their first glance into the future of the airport's concourse areas as renovations will begin later this Summer in the existing A

and B concourses to upgrade facilities to match those of the B expansion area. The expanded Concourse B currently hosts operations for United Airlines (flights to Chicago, Washington Dulles, and Air Canada non-stop regional service to Toronto), Northwest (Detroit, and the upcoming new Minneapolis flights), and some flights offered by Delta Air Lines.

New Non-Stop Destination Announcements

Northwest Airlines inaugurated new, twice-daily non-stop service to Minneapolis recently. With the expansion of service to Minneapolis/St. Paul International Airport, Northwest becomes the first carrier at RIC to fully restore its flight schedule and commence service to a new destination. Northwest will mark its tenth anniversary of service from Richmond in August.

For more information on RIC please visit www.flyrichmond.com.

(NORFOLK cont. from Pg. 1)

ousels, capable of handling three flights each, are spread along one end of the rectangular arrivals terminal.

Arriving travelers will no longer have to lug bags long distances from the main terminal to parking garages and rental car lots. Instead, after getting off their planes, they'll leave the main terminal, cross the enclosed pedestrian bridge on a moving sidewalk that opened last fall and enter the arrivals terminal to retrieve

their bags.

Carts will deliver bags from the planes to the new building by traveling down a ramp and through a new underground tunnel. The bags will be unloaded in the basement of the building onto conveyor belts that feed upward onto the carousels on the main floor. Car rental counters and a new information kiosk are at the opposite end of the building.

From there, they can step into the attached parking garages to get to their vehicles. The ground floor of the new nine-level, 3,100-space parking garage is reserved for rental cars. The garages,

because they're attached to the terminal building, will have heightened security. Guards will search all entering cars and trucks for explosives.

The new terminal also houses airline baggage service offices; a military lounge and information center; taxi and limousine services; and a local economic-development office. Food, beverage and retail kiosks will open on a trial basis, and plans call for a video-conference center and a chapel.

Norfolk International has enjoyed 13 percent growth in passenger traffic so far this year, mainly because of the arrival last October of low-fare leader Southwest Airlines.

A separate project scheduled for later this year will ease crowding in the main terminal by expanding the cramped airline ticket counters into the old baggage-claim area.

- VIRGINIA AVIATION -

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The new arrivals terminal at Norfolk International is open for business.

(**AIR RACE** cont. from pg 2) a 230-hp Cessna 182P, alternating legs in the left seat. It was Peggy's fourth Classic and she is rated Commercial, single/multi-engine land, Flight Instructor Airplane/Instrument, and Advanced/Instrument Ground Instructor. She has acquired 2953 hours and is a flight instructor for private, commercial, and instrument students at Aviation Adventures Flight School at Manassas Airport. Peggy enjoys taking young people up for their first plane ride with the EAA



The Termius Team worked very hard to get ready for the finish.

Young Eagles Program. Peggy is married to a retired USAF Colonel, Rick Koehnke; they have five children and thirteen grandchildren. One son is a pilot and daughter Beth is a student pilot. Beth flew as Peggy and Carolyn's passenger; she was an excellent timekeeper and plane spotter.

Two organizations were involved with the race: Air Race Classic, Ltd. and The Ninety-Nines, Inc. Although they are separate organizations, they have a close bond. The first all-women transcontinental race was the Powder Puff Derby of 1929 and Amelia Earhart came in third. After the race, the women decided to band together to form an organization called The Ninety-Nines, International Organization of Women Pilots,

(**ADVENTURE** cont. from pg. 5) Tourism, Maryland Aviation Administration, Maryland Department of Transportation, Maryland Office of Tourism Development, National Aeronautics and Space Administration, National Park Service, Prince George's County Conference and Visitors Bureau, Richmond Metro Convention and Visitors Bureau,

named for the number of charter members.

Hampton Roads Chapter 99s sponsored the race terminus. About two years before the race, the Hampton Convention and Visitors Bureau approached the chapter to ask if they would be interested in taking on this project. The chapter agreed, although at first it seemed formidable since they had only a tad more than thirty members and would have to raise \$7,500.

Eventually, the race destination had to be changed from Hampton and Chesapeake's Hampton Roads Executive Airport agreed to host the terminus.

The chapter took on a massive fundraising drive, with the major portion of the

funds raised by selling refreshments at the amphitheater in Virginia Beach and Scope in Norfolk. A concerted effort over 15 months allowed the group to raise the needed funds.

There were many tasks to be done ahead of time under the direction of Terminus Chairman, Linda Mathias and Co-chairman, Connie Jones.

It was gratifying to get assistance from so many aviation organizations, the Virginia Department of Aviation, Andy Gibbs and executives and staff of the Hampton Roads Executive Airport, and numerous other benefactors. It was an exhausting but renewing activity for the Hampton Roads Chapter 99s. It even inspired some of the ladies to plan to race in the 2003 Air Race Classic which will start in Pratt, Kansas, and terminate in Manteo, North Carolina.

Virginia Department of Aviation, Virginia Department of Historical Resources, Virginia Department of Transportation and Virginia Tourism Corporation.

For more information on **America's Aviation Adventure** call 888-824-7463 or www.americasaviationadventure.com for the **America's Aviation Adventure** web page.

Sixth Annual Virginia EAA State Fly-In Planned

The Sixth Annual Virginia EAA State Fly-In will take place September 7-8, 2002 at Dinwiddie County Airport in Petersburg, Virginia. Gate hours are 8 a.m. to 5 p.m. each day for drive-in public. A \$10 donation is requested for all adults and children 13 and under are free.

This year a drawing will be held September 8, for a Garmin GPS III Pilot, which has been donated to the Virginia Council of EAA Chapters.

The Fly-In offers a full-time dedicated Ultralight/Light Aircraft landing area and a full-time dedicated Powered Parachute landing area.

There will be an airshow from 1 to 3 PM Saturday & Sunday (field closed by NOTAM) along with plenty of static display of Custom Built (experimental) aircraft, Military Aircraft - Static and flying displays, Antique Aircraft, Classic Aircraft, Ultralight Aircraft, Helicopters, Gliders, Antique Military Vehicles, Radio Controlled Aircraft demonstrations and airshow. Awards will be given for best aircraft in class.

There will also be a flymarket, along with lots of exhibitors and vendors, many forums and workshops, as well as a pancake breakfast Saturday and Sunday morning from 8 to 11 AM.

Under the Wing camping is available at no charge. For RV and tent camping there is a \$10 donation per night. No hookups, but showers are available.

Volunteers are needed, for those willing to volunteer and work at least four hours, there is a very special Volunteer Dinner on September 7, please contact Fly-In Manager Judy Sparks at (703) 590-9112 for information. For more information on the Virginia EAA State Fly-In visit www.vaeaa.org.

Virginia Skydive Club Celebrates 40 Years

Skydive the Point, out of Middle Peninsula Regional Airport, recently hosted a 40th Anniversary four-day event in late-July. In celebration of this event, Skydive the Point hosted a POPS Sequential 40-way record. POPS is the "Parachutists over Phorty Society." Skydivers over 40 years of age, and members of POPS will be attempting 40-man multiple formation skydives, which is the largest sequential formation of this society.

Skydive the Point also hosted a Virginia Women's State Record. The current unofficial record is twelve. They plan to have 20-30 women complete a formation to set a new state record. Kate Cooper of Perris Valley, CA (who started her skydiving career at West Point in the 1970's while a student at William & Mary) organized the attempts. This event is also a tryout for the Women's World Record attempts in California in October. The Women's

World Record is a fund-raising event called "Jump For The Cause" which two years ago raised over \$250,000 dollars for breast cancer research and treatment, and set a new Women's World Record of 118. Skydive the Point sent four participants to the 2000 event, and over \$20,000 dollars in donations.

Skydive the Point club member, Carolyn Clay of Williamsburg, Virginia co-organized both attempts. Carolyn began skydiving in 1969, and has been actively involved in the club at West Point since 1974. Carolyn, known to the skydiving community as "The Queen", has logged over 13,500 skydives. She currently holds the record for more free-fall time than any woman in the world.

Skydive the Point is one of the oldest drop zones on the East Coast. Hugh Bergeron made the first jump there July 18, 1962 out of a Piper Cub. He established the club at West Point airport, and used it as a canopy testing ground.

Hugh made his mark on the skydiv-

ing community in Accuracy Competition and is famous for his modifications to the Para-Commander Round Parachute. All the "hot" Para-Commander pilots had modifications to their canopies known as the "Bergeron Cuts" (the large holes in the back of their canopies, which made them perform better). Hugh's canopy modifications enabled him to place 2nd in the National Competition, and represent the United States as a Member of the U.S. Parachute Team. His modifications to the canopy contributed to the evolution of the round canopy to the Ram-Air square parachutes we jump today.

Hugh only opened the door for 40 years of skydiving history at West Point. Many members of the skydiving club at West Point have been innovators in the sport. Many of our skydivers from West Point have held titles in Local, National, and World competition and as record-holders, and have represented West Point and the United States in World Competition and Records. Many of these are returning in July to share stories and renew friendships.



If you are interested in learning more about what is going on in the Department of Aviation, please call our office at (804) 236-3624 or our Sponsor Hotline at (800) 292-1034. Visit our website for updates on future events at: www.doav.state.va.us.



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